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Date: 5/30/2024
Subject: ERA24LA135-Pilot revised statement
Contact: Winston Perez-PIC

This correspondence was taken from the pilot after the engine examination. During a telephone interview, the pilot recapped that the flight was intended for a gender reveal for a close friend in "The Red Lands" near Homestead General (X51). After landing at X51, he taxied the airplane to meet his friend who wanted the gender reveal. His friend gave him two bottles for the reveal and explained their use to the pilot's passenger. The pilot mentioned he was unsure of the exact location of his friend's house, but the friend told him it was about five miles to the northeast.

The pilot and the passenger departed Homestead General (X51) and headed northeast, knowing it was the last street before the Everglades area. They flew over the area first from the south and west sides of 217th Street so his friend could look, and then from the north. The pilot could not find the location at first but eventually located the address. Once the location was found, the pilot reduced speed and power, set the flaps to about 5 degrees, and descended to about 300 feet. The passenger was afraid to open the window, so they decided to cancel the reveal.

The pilot said he was heading north and decided to leave the area at about 300 feet, intending to turn west towards the Everglades and start climbing. When he began climbing west, the engine did not respond.

Initially, the pilot said he had checked all engine instruments, but later he stated that he did not use the carburetor heat and believed that's why the engine lost power. The pilot also noted that he understood "the power setting can make a big difference in engine performance. If you are flying at low power, regardless of the outside temperature being cold or hot, the carburetor heat should be in the 'on' position before reducing power. This is because the carburetor can get icing at low

power settings. If that happens, you may lose power, or the engine can turn off as the icing converts into water, depending on the amount of icing.”

Mr. Perez also gave his statement to the FAA inspector before speaking to the NTSB investigator.